

June 2001



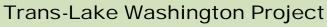
#### 4 Lane Alternatives:

- Improve safety/reliability in the corridor
- Replace aging/substandard structures in the corridor
  - Floating section
  - Seismically substandard sections
- Provide bicycle/pedestrian facilities the length of the corridor
- Does not significantly increase capacity in the corridor
- Should be included in the EIS due to level of impacts



#### 6 Lane Alternatives:

- Improve safety/reliability in the corridor
- Provide bicycle/pedestrian facilities the length of the corridor
- Improve flow in the corridor due to separating movements
- Provide improved travel times for HOV/transit users
- Environmental impacts, costs, become more apparent
- Does not significantly increase vehicle throughput across the lake
- Local access may need some modification
- Should be included in the EIS





#### 8 Lane Alternatives:

- Provide bicycle/pedestrian facilities the length of the corridor
- Person and vehicular throughput significantly increased over other alternatives
- Local access is more problematic than other alternatives
- Highest level of impacts to the natural environment, and to local arterials
- Higher costs
- Added traffic at I-5 problematic
- QUESTIONS REMAIN......



#### **BRT/HOV:**

- Person throughput similar to HCT alternatives over next 20 years
- Beyond 20 years BRT faces capacity constraints in downtown Seattle, University District, and possibly downtown Bellevue

#### **High Capacity Transit:**

- Both I-90 and SR 520 meet long-term transit capacity needs
- Ridership very similar across I-90 and SR 520



### High Capacity Transit (continued):

- SR 520 route provides additional north-south capacity into downtown
  - Cannot merge with LINK connection
    - Transfer is accommodated
- I-90 route takes advantage of existing infrastructure investments
  - Across the lake
  - Between the lake and downtown Seattle
  - In the downtown tunnel
- QUESTIONS REMAIN......



# What Additional Questions Need to be Addressed?

- Q: How do the other large corridor projects integrate with SR 520 as a system?
  - I-90; I-405; LINK, I-5 lane?
- Q: What are the light rail options on I-90?
  - Additional model runs; Pricing as a means to control volumes?
  - Sound Transit decisions on geometric assessment/ federal concurrence
  - Parallel crossing?
- Q: Should right-of-way for HCT be preserved in the SR 520 corridor?
  - NEPA questions?
  - Costs?

# Additional Questions - continued

- What other options are available to deal Q: with local traffic impacts?
  - May require grade separation at:
    - Eastlake/Fairview?
    - Montlake/Pacific?
    - Other Eastside arterial locations?
  - May require widening at:
    - Union Hill Road?
      - Redmond Way?

– Leary Way?

- W. Lake Sammamish?

- 148th?

- Lake Washington Blvd (E)?
- May require local access reduction at:
  - 108th/Northup Way?
  - NE 124th?

# Additional Questions - continued

- Q: What other options are available/reasonable to handle volumes at I-5?
  - Different connection/termini assumptions?
  - Widening on I-5?
  - Pricing as a method to control volumes?
- Q: What other options are available in the I-405 area?
  - Effect of added capacity on I-405?
  - Maintain movements in every direction?
  - Consolidation between 108th and 124th?



### Next Steps for Committees

- Advisory Committee meets June 18
- Technical Committee meets June 19
- Executive Committee meets June 27
- Additional Committee discussion of multi-modal evaluation results and questions to be answered